

AN EASIE
METHOD
FOR THE
Speedy and Effectual MANNING
HIS
MAJESTY'S FLEET,

And prevent
Merchant Men being at any time impress'd.

SHEWING

The great Advantages that will accrue thereby to the King;
the Merchant, and Subject in general; whereby these Islands
will be more secure, the King's Revenue eas'd, our Trade
encourag'd, and the Price of Naval Commodities lessen'd.

Wherein is laid down,

A Nursery for training up of Seamen, by removing many Hardships
they lie under, and providing greater Encouragements for them.

L O N D O N :

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MEMPHIS

Specimens and Herbarium Material

MAJESTY'S FLEET.

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1861. It is a formal address, and it is the first of its kind since the signing of the Constitution. The President, James Buchanan, is addressing the Congress, and he is doing so in a very formal and dignified manner. He is discussing the state of the Union, and he is also discussing the issue of slavery. He is saying that the Union is in a state of crisis, and that the issue of slavery is the cause of this crisis. He is also saying that the President has a duty to maintain the Union, and that he will do so to the best of his ability.



EDWARD

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THE
P R E F A C E.

HOW great Advantages for Riches and Strength all States and Kingdoms have that abound in Shipping, needs no Rhetorick to express; Examples there are enough in History to convince us of the Truth of it, and of how many States and Nations in all Ages have raised themselves thereby to great Power, and whilst by their Care and good Conduct, they have encouraged their shipping, Glory and Renown has still attended them: but whenever by their great Opulency, or trusting to their own Security, they grew Careless or Supine; some more Industrious State and Nation have always got the Advantage of them. That this ever was, and ever will be, the fate of the World is no question, and that it is of great moment for our Nation at this time to consider of it, is as undoubtedly true.

The Glory and Safty of these Nations consists in two Parts, one depending on the other, the one is in a good and regular application of our Power at home for the Defence and Security of these Islands from the insults of our Enemies, and the other is in the openness, freedom and extent of our Trade abroad:

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abroad: As to the nature and extent of our Foreign Trade, it is not my business, nor in my power to speak of it, it hath been sufficiently treated of by a Person of great Judgment and perspicuity in those Affairs. I shall only add my hearty Wishes for the publick Good, that if any of our Trade has been at any time lost, we may use our best endeavours, not only to regain, but enlarge it, which will not only prove an Honor, but a Security to these Nations.

My present purpose is only to offer my weak Endeavours, in humbly proposing some Regulation for the better exerting of our Naval Power, and to remove some present heavy Oppressions.

Necessity puts us often upon Industry, and 'tis the want of something that still whets our Invention; and whether there is not cause for it in our present Exigency of Affairs, let any Man consider. We have been in a Long War with a Powerful and Subtil Enemy, who has been undermining the Peace of Christendom for several years; and who by his Art and Cunning has been contriving how to erect his own Trophies upon the Ruine of his Neighbours. Could it ever have been thought that the French, who in the memory of this Age were so inconsiderable in their Shipping, could steal so soon and secretly into such great Power, as to bid Defiance to so many Princes by Land, and at the same time to maintain a Powerful and Numerous Fleet by Sea, little inferiour to two of the greatest in the whole World, to dare us both when united in our own Channel? when it was before thought that the single Force of either would have been sufficient to have shut them up in their Ports, and have ruined them by Sea at any time. Thus we have thought, and thus have we been deceived; and tho (God be thanked) the Scale is now turned, yet however the Remembrance

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brance of it cannot but be useful to us; to keep us waking for the future, that we may not sleep too long in our own security, without providing or looking for future Emergencies, and that we may not suffer by any greater Power or sudden Surprise of our Enemies, when we may not have an Ally to help us. And one true way to direct us how to provide for our Security, is, to look about us and see if any of our Neighbours are not better provided, and have better Methods than our selves; and if so, it will be absolutely necessary that we should amend ours, and think it no trouble to change our old Methods for better: for this is most certain, that if we are not as careful and industrious, and take as good Methods as our Neighbours, however we may flatter our selves with Futurities, and put off our thoughts for providing against them; yet a time may come when we shall feel the misery of our Inadvertancies, as many Nations have done before us. I shall only trouble the Reader with one Passage, which I hope will not be thought impertinent. When I was an unfortunate Prisoner at St. Maloes, talking with a French Officer there, upon what might be the Issues and Events of this War; he was telling me, that however powerful we pretended to be at Sea, yet his Master would match us, and that had his Master but the single Trade of England or Holland, he would soon Ruine us both, by the method and order he observes in all his Maritime Affairs (all Seamen there being obliged at the King's immediate command to go on board his Fleet); as for Ships of War, says he, where there is Money to be had, they may be soon built and Stores provided; but the chief thing is the ready Manning and fitting them out, wherein, continues he, France has the Advantage: for, says he, your Ships are mann'd when the Seamen please, but ours when the King pleases. I could not but think his Argument had too much truth in it, and that if France had but the Numbers and Nurseries of Seamen as we have, we should soon find the smart of it.

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This I must confess, out of Natural Love to my Country, put me upon thoughts if some way could not be found out whereby we might ballance his Absolute Power in Manning his Fleet; and whilst I continued at St. Maloes I did apply my self to it, and imagined that there could be no Expedient for it, except it could be so ordered, that they should all pass through the Fleet into Merchant-men; for which purpose I drew up the Scheme of a Project for it, much to the purpose as hereafter, and soon after my coming over, I gave a Draught of it to a Person of Honor, and of great Judgment, then an Admiral in the Fleet; only in that Copy I proposed the Seamen to pass thro' the Fleet, and in this through a Register, which I have since thought to be more convenient. But since I have delivered some Copies of it out, some Reflections have been made as if I had taken my measures from Capt. St. Loe; and as it now cometh in my way I cannot but take notice of it, and solemnly protest my Ignorance of it, and that I never saw nor heard of any of his Proposals till after I had delivered mine in to the Admiralty Board; and I hope it may the more easily be believed, seeing the great difference there is between his and mine, excepting the Register, which, as I have lately been informed, not only Capt. St. Loe, but several other Persons have formerly been upon. I beg pardon for this Digression, and return to shew what is the Design of these following Papers.

The Charge, Trouble, and Confusion that we have been at all this War, to fit out and man our Fleet, is known to have been very great, and there has been many Grievances and Complaints that have on all sides attended it; the Royal Navy always wanting Men on the one hand, and the Merchants being always obliged to submit to the extravagant Demands of Seamen on the other; one third part of our Seamen being generally supposed to lie hid on shoar, in hope to make their Advantage in a Merchant man,

hant Man, which, were there any Method to prevent, there would be no scarcity of Seamen, but enough to serve both: whereby the King's Fleet might always be mann'd, and the Merchants have them upon reasonable Terms. For this reason have I been encouraged to offer my humble Endeavours, howsoever accepted, for the publick Good, not being so vain as to think, but that there may be many Errors and Imperfections in them, which were I not ignorant of, I would endeavour to correct or amend, but as it is, I must submit them to the Judgments and Censures of more knowing Persons, only hoping for this Favour, that if I shall be thought not fit for any Encouragement, they will at least have this kind Thought for me, That I am willing to do all the good I can.

The following Proposals have two Intentions, the first is in respect to the Safety, Honor and Defence of these Nations, whereby the King's Fleet may at any time, without Pressing, be speedily and effectually Mann'd without the great charge that the King is at in impressing Seamen, as late publicly represented by a very Ingenious and Judicious Person, to amount to upwards of 36000 l. per Ann. and these following Papers do not only propose how we may readily unite our Naval Strength, but give us also a true Inspection and Knowledge of it, whereby our Numbers of Seamen may at all times be known, which is as necessary as to know the Number of our Ships; and if at any time their Numbers decline, or are not sufficient to answer our present Necessities or Future Emergencies; that then, without groping in the dark, we may be able to provide for such Recruits as will supply such Defects: to which end I have also proposed a Method as a Nursery for Seamen, and that some such Method ought to be taken, is most undoubtedly true.

The second Intention of these Proposals, is the fixing of Merchants Wages to a reasonable Rate, and to relieve them from that great Oppression that they and the whole Nation now suffer under, by the exorbitant Demands of Seamen, which enhances Freight, and which by Communication spreads and diffuses it self like a general Tax upon the whole Kingdom, by the Rise of all Naval Commodities. I shall only give the Reader one particular Instance, that is in our Newcastle-Trade: According to the Custom-House Books, there is yearly imported into this City about 320000 Chaldron of Coals one Tear with another, and there is required for the bringing home of these Coals after the rate of 12 Men for every 200 Chaldron, and to each of these Men is commonly given, in Times of Peace, about 35 s. per Voyage, which is usually made (Wind and Weather considered) in a Month or Six Weeks time; but now during the War, the Demands of Seamen are so high, that they now give them 4 or 5 l. and sometimes they are obliged to give them 6 and 7 l. per Voyage; but supposing the Wages at no higher Rate than 4 l. 10 s. it will amount by calculation to above 3 s. 3 d. $\frac{1}{2}$ upon every Chaldron; so that computing the increase of Seamens Wages upon every Chaldron of Coals brought into this Port, there is paid by this single City of London, and Places adjacent, by the Rise of that one Commodity only, above 52500 l. per ann. to satisfy the extravagant Demands of Seamen, and which encourages them to hide, and keep out of the King's Service. This is but the Tax of one Commodity, only paid by this single City and Places adjacent; but if it were possible to compute the Charge of the whole Kingdom, not only in this but in all other Naval Commodities, it would swell the Account to a Prodigy, and be motive sufficient for every worthy and publick spirited Patriot, to take care of his Country, and to free them from the Burthen and Oppression of such a Tax, that, for want of a due Regulation, is
paid

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paid to maintain the Idleness and Luxury of Seamen. And of how great moment such a general Relief and Ease of the Subject would be, in a time when we are engaged for our common Safety, to contribute our utmost for carrying on the War, may easily be considered, and whether such a general Relief for Merchants, would not be a sufficient compensation for the Duty lately laid upon Tonnage.

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A
REGULATION
FOR
SEAMEN,

WHEREIN

A Method is humbly propos'd, whereby their Majesties Fleet may at all times be effectually mann'd, the Merchants more readily and cheaper serv'd, without having their Men at any time press'd or taken away, and all the Grievances and extraordinary Charges now attending both King and Merchant removed.

WHEREAS the Manning of their Majesties Fleet with a sufficient Number of Seamen in time of War, has been always, and is still found very difficult, besides the great Charge his Majesty is at in Pressing of Men; and not only so, but when the Fleet is so Mann'd, the greatest part of press'd Men are always seeking opportunities to desert the Service, their Affections being more inclin'd to serve in Merchant-men, chiefly by reason of the great Wages which Merchants do give them in time of War: So that Seamen matter
not

not if they loose 5 or 6, sometimes 12 Months Pay, from those Ships they desert, together with the further loss of their Time whilst they are hid on shoar (which it's believed one third part of our Seamen commonly are) in expectation of getting into some protected Merchant-man: And notwithstanding it has been lately published in the Fleet, that *who-so-ever deserts shall suffer death*, yet they still desert when they have an opportunity, for which several have suffered.

Now what is humbly proposed hereafter, is a Method whereby, in time of War, their Majesties Fleet may, without Confusion or Grievance, and that with much less Charge than they are now at in pressing of Men, be all sufficiently mann'd, and never want Seamen, the Merchants much easier, cheaper, and better served, and the Seamen have no Temptation to desert or hide, and by consequence have no occasion to suffer the loss of their Pay or their Lives; neither need their Majesties Ships that are laid up in Winter be kept in pay, but might discharge the greatest part of their Men as soon as they are in Harbour, which would ease the King of another great Charge, with many other Conveniences.

The proposed METHOD.

Proposition 1. That there be a Register Office erected in every considerable Port in England, for registering all Seamen, their Names, Age, Place of abode, Quality, and Ships they last served in; and that there be particular Books kept in each Office for the respective Qualities of Men, one for Officers in general, and another for able Seamen, another for ordinary, &c. And it is humbly propos'd, that the general Register-Office at London be allowed 500 l. per ann. one Clerk at 100 l. and two or three other Clerks at 50 l. per ann. and two Messengers at 30 l. per ann. and that

that at all other Ports where it shall be thought convenient to erect other Offices; the Register-Officer may be allowed from 100 l. to 300 l. per ann., and the Clerks proportionably, according to the Business of the Port, and according to which the Number of Clerks must be more or less.

And that there be a Proclamation published throughout the Kingdom, to require and cause all Seamen within one Months time after such Publication made, to repair to the said Offices they nearest reside unto, and enter themselves therein. And if any Seaman shall refuse to obey the said Orders, and shall not within one Month come and enter himself in the said Register, nor give in a true account of his non-ability by reason of Sickness, or the like, that then all such offending Seamen shall be obliged to serve the King Six Months on board some of his Ships without Pay, and his Wages to go to the Chest of Chatham. And for the Encouragement of all such Seamen that are unemployed, and shall come in speedily and obey the said Proclamation, every such Seaman may be allowed such free Gift or Bounty-Money as is hereafter mentioned, (viz.) For every able Seaman that enters himself within one Week after Proclamation 20 s. within two Weeks 15 s. within three Weeks 10 s. within a Month 5 s. That such Bounty-Money shall be paid to each Seaman or his Assigns within one Month after he is entered on board any Ship, either Kings or Merchants, as shall be appointed them; and if they are appointed for the King's Service, then such Sums to be paid by the Treasurer of their Majesties Navy; and if appointed for Merchant men, such Sums to be allowed and paid them by the Commanders or Owners of such Merchants Ship.

Argument 1. *London* being the Metropolis and chief place for Seamen, the Register Officer will not only have abundantly more Business than the rest, not only by reason of the Scituation of the Place, but also by receiving the weekly Accompts of all the other Offices, therefore his Sallary is humbly proposed at 500 *l. per ann.* And as to *Bristol* and *Newcastle*, the Business will be very considerable there, which may be presum'd to deserve 300 *l. per ann.* And all others according to the Business of the Place, and the Clerks also accordingly 40 or 50 *l. per ann.*

It would be very convenient and good that Seamen should at first have some Encouragement for their ready Obedience to this Method, which would be of such general Ease and Relief to all Persons; and the Merchants cannot think much of giving (once) this Bounty-Money, when now they give a Sum far exceeding it.

When once 'tis understood, as by Proclamation may be made mention, That no Seaman can have any Employment, except he register himself in the Office, as hereafter appears; and what Encouragement there is to prompt their speedy coming in, it may be presumed that few or none at all will refuse to enter themselves, but that they will voluntarily and speedily do it, by reason also of their Preference of Service, he being first to be employed that stands next on the Books; and when they find that there is no possibility for them to be employed otherwise, nor no place to turn themselves in, but by coming to the Register, they will soon think it better to come and enter themselves, than to run the hazard of the Penalty, by being taken, or otherwise to starve on shoar, especially knowing, that by this Method they shall all have a fair and equal Chance, and the Advantages be the same into whatsoever Service they go; neither can a
Seaman

Seaman think of employing himself out of his Element ; for there is no Service easily to be found, wherein he can have 15 or 18 l. per ann. Sallary, and his Victualing, like as in the Sea-service.

Prop. 2. That all the Commanders of the Kings and Merchants Ships and Vessels, do within ten Days after the erection of the said Offices, give in a true List to each respective Office they are nearest unto, of all the Men that particularly belong to each of their Ships, denoting their Ages and Quality, that they may be registered in the said Offices, and thereupon receive Register-Tickets, to be sign'd and seal'd by the said Register-Officer, that shall denote the Age and Quality of each Man, the Ship and Place, if Merchant-man, they are bound to ; and that without such Ticket, no Seaman do presume to enter, serve, or continue himself on board of any Ship or Vessel, either King's or Merchant men, without the Penalty of serving the King Six Months on board some of his Ships, with Forfeiture of his Wages for that time to the Chest at Chatham.

Arg. 2. By giving Tickets to Seamen, it not only strengthens the Power and Security of the Register, with a great deal of ease, but it is a Convenience to the Seamen, and a great Security to Masters of Ships, Housholders or Inmates, who might otherwise, notwithstanding all their Advertencies, fall under Penalties.

The Penalty is proposed at the forfeiture of 6 Months Wages, supposing nothing less would keep them to a sense of their Duty, and that if they had any part of their Wages allowed them, they would scarcely find any Severity in their Punishment.

It is highly necessary that Penalties should at first be inflicted to awe the Seamen, and to bring the Regulation in practice; but it's supposed that after a little time the Method will be so agreeable, that there will be few or none found guilty of any breach of the same.

The Penalties are proposed to go to the Chest at *Chatham*, that their Forfeitures may not fall to the Benefit of any others, but to the Use of themselves in general, which is presumed will prove to their better Content and Satisfaction.

Prop. 3. *That no Commander of any Merchant's Ship or Vessel do give to, or agree with any able or ordinary Seamen, &c. for any other Wages than as hereafter followeth, viz.*

		S.		S.	
An Able Seaman	} not above	30	} nor less than	28	} per Month.
An Ordinary Seaman		26		24	
A Groomett		22		20	
A Landman		22		18	
A Boy		18		15	

and proportionable to his other Officers, according to the Burthen of the Ship; and number of Men she carries.

Arg. 3: It's conceived that about 30s. per Month for an able Seaman, &c. in Merchants pay may be equivalent to the King's, considering the Disadvantages in Merchantmen, as 12 Months to the Year, no provision for Accidents if maimed, &c. no short Allowance upon victualling, nor Allowance for Cloaths if taken by the Enemy, Discount upon Damages, harder Labour, &c.

And the reason why Merchants wages is proposed to be fix'd and brought lower, is, because it will be impossible for any true Regulation to be made without it.

For the exorbitant Wages that have been, all this War, given by Merchant men, may truly be said to have been the great cause of all the Grievances that King, Merchant and Subject in general, have long lain under, always complaining but cannot help themselves: for whilst there is double or near treble the Pay in a Merchant-man, how can a Seaman be easie or contented to serve the King? will he not study, and seek all ways and means to hide from and evade the Service? or if taken and forced to serve the King, will he not study and take all opportunities to desert? tho the Ruine of his Family, his Wages and his Life lie at stake for it. And though the Merchants do pay and continue their high Wages, yet they cannot be said to be in the fault neither, having no power to help themselves; for whilst the King must make use of the Power of Pressing, for the getting his Ships manned, (as it is requisite, for the Safety of the Nation, he should;) so on the other side, a Merchant would never be mann'd, could he not find out a way that would ballance the King's Power: the force of which, for want of other, he places in his Money, thus through the opposition of each other, the publick Calamity, and a long Train of Grievances follow.

To remedy which, no expedient can be found, until the Merchants can be supply'd as effectually as the King, and the Wages of both be brought and kept to an intrinsic Ballance. The first of which (as is presumed) cannot be done without a *Register*; and the last cannot be fix'd or kept except the Seamen be obliged to pass through, and the Merchants be obliged to take them at the *Register*, or the like. And why there should not be such a Regulation made, as is proposed, to prevent it, may be enquired into.

First, The King and Subject, in general, will have no reason but to like it; for the King would not only be well manned at all times, but be considerably eased in his Revenue, by ta-

king

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king away the great Charge of Impressing. And as to the Subject in general, they would greatly be eased in the price of all Naval Commodities, which by the exorbitant Wages of Seamen, have been raised, and which, by consequence, upon this Regulation would fall lower.

Then for the Merchant in particular, he has no reason to be discontented at it, because he will have as good Men as the King, ready found for him, free from being prest, and eased in his extravagant Wages, now given.

And as for the Seamen, the Generality of them will have no occasion to complain, for they will all have an equal Advantage, without murmuring or repining, in the Kings Service; and as to those that skulk and hide to avoid the King's Service, considering their Loss of Pay, Expences in Victuals &c. whilst they are hid on Shoar, and their being prest into the King's Service upon their return home, after which they are kept like Prisoners on board, without being permitted to go home to their Wives or Families, nor receive any comfort of their Voyages, all these Hardships that the Seamen now run through, besides their great Loss many times of their Wages, and sometimes of their Lives, occasioned by their deserting the King's Service; all these things considered, it would be really better, and perhaps more advantagious for them, that no such Temptation of high Wages were: and tho this Regulation proposed, may seem a little harsh to them upon first hearing, yet a very little Consideration will make them like it.

And to prove that Merchants Wages can never be fix'd lower, nor kept to a ballance, and that no true Regulation can be made, but by such like Method as is proposed in these Papers, may thus be demonstrated,

First, Except the Seamen be obliged to pass through some Register, or the like, and the Merchant also be obliged to take them there, no Restriction, nor Penalty can secure or hinder

hinder the rise of Merchants Wages; and if there was an Order made ever so strict to bind the Merchants from giving, and the Seamen from demanding higher Wages, without being obliged at the *Register*, it would be ineffectual.

For if Merchants and Seamen were at their liberty to chuse one another, without being thus obliged, the Seamen (having their high Wages fresh in their memories) would be unwilling to go into the Merchants service for such small Wages, and lie longer idling on shore; and the Merchants, to have their Ships mann'd, would, either for the advantage of better Seamen, or for being earlier fitted to Sea, be prompted still to raise their Wages (by Connivance.) And the same reasons for the Seamens exorbitant Demands, would be then, as now; and, by consequence, the Prejudice and Grievance to their Majesties and the Subject in general would follow. The Allurements and Temptations of deserting their Majesties Service being still the same.

And to think upon a Penalty upon the Merchants or Seamen to prevent it; it would be altogether impracticable, for there can be no Discoverers of such Connivance but themselves, and they being both agreed will never do it; neither would it be reasonable that a Merchant should lie at the mercy of any Seaman, that may falsely swear, for the sake of a Reward, that such Merchant did connive with him.

Prop. 4, *That no Commander of any Merchant ship or Vessel do presume to entertain any one Seaman otherwise than shall be ordered him, and ticketed for him from some Register-Office, and that all Merchant-men be obliged to take in one 5th or 6th part Land-men, or such a Number as shall from time to time be thought meet, and that if any Commander of any Merchant-ship or Vessel, shall presume to take in, conceal or entertain any one Seaman, that is unticketed or not appointed for him by the said Office, that then the said*
Commander

Commander shall forfeit and be obliged to pay after the rate of 6 l. per month, for every such Seaman during the time he was on board him: one Moiety of the said Forfeiture to be paid to the Discoverer, and the other to the Chest of Chatham.

And that if any Seaman shall presume to enter himself on board any Ship or Vessel whatsoever, for the space of six days, without being ticketted for it by the said Office, that then every such Seaman shall forfeit and be obliged to pay to the Discoverer, after the rate of 20 s. per Month, for all the time of his unticketed Service; and moreover be obliged to serve the King six months without Pay, and his Wages to go to the Chest.

Arg. 4. The Lords of the Admiralty, who are plac'd on an Eminence, from whence they descry all the Necessities of of the State, in respect to Naval Affairs, may, by this Regulation, easily foresee and prevent all the Confusion and Dangers, which, for want of a due and regular Division of Seamen, might otherwise accrue; and from time to time be able to proportion such numbers of Land-men to them as shall best consist with the safety of the Kingdom, Benefit of Commerce, and Nursery of Seamen.

By imposing a Penalty both upon Merchants and Seamen too, all thought and probability of asking by the one, and consenting by the other is taken away.

Prop. 5th. That all the King's Ships when they discharge any Men, do give into the Office that is nearest unto them, a qualified List of such Men they discharge, mentioning their Names, Ages, Quality, when and where they last served, and places of abode, and that the Lieutenant of the said Man of War, do go with them when discharged, and see them answer to their Names, and that then ab-
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sent Tickets shall be delivered to the Men, limiting a certain time for them to go about their own Occasions, at the expiration of which time, if not call'd sooner, they are to attend again for new Tickets, and if Occasion requires their Attendance sooner than their time limited, they shall have Summons sent and left for them at their places of aboad; besides which Summons, a publick List shall be hung up at the Office of all those Seamen whose turn it is next to be employed, mentioning their Names, Ages, Qualities, and from whence, and when they were last discharged, and such a competent number of Men shall be put therein from time to time as shall be thought fit, and the Occasion of the Service require.

That six Months after the erection of the said Offices, Orders, may be issued out from the Lords of the Admiralty, directed to all such Commanders of any of Their Majesties Ships who shall come into any Port to re-fit or clean, (excepting those Ships that are to be discharged in the Winter) that the one half of all such Seamen, belonging to them, beginning with those that stand first on the Books, and which have served above a Twelve Month on Board such Ships, may have their Liberty to be discharged, if they desire it, provided that they immediately enter themselves into the next Register Office, and that these Orders be continued alternatively every six Months, or as near it as possible.

Argv 5. By this means the great Plague of being turned over from Ship to Ship ceases, and by having their whole Ship's Crew enter'd together at the Office when it falls to their Turns again, to be employ'd either in the King's or Merchants Service, for which they will have a fair and equal Chance, their old Ship Mates will come together again, which will not be a little Pleasure and Satisfaction to Sea-

men, and if any one of them is Tardy and Runs into a Penalty, they generally knowing one another's Haunts, they are the most likely to find out the Offender, and get the Reward; besides, if any Person's Summons for Service should by any Accident miscarry, he will soon have notice of it by the others.

Seamen by being thus reliev'd, will not be always confin'd to one particular Ship, wherein for some Reasons they may be uneasy, but will have their Liberty of going into any other of the King's Ships that can entertain them, or take their Chance at the Office, and by giving Liberty to one half only to be discharg'd at a time, it will be to the greater Ease and Satisfaction of the Commanders, &c.

But the high Wages of Merchants being fix'd and brought lower, the old Allurements and Temptations will be taken away, and by consequence but very few will desire to leave the King's Service, and thereby be the less trouble to the Register.

Prop. 6. That all the Commanders of Merchant-men, upon their return from their respective Voyages, and upon the discharge of their men, do go with them, to the next Office, and give in a true List of them; rating all such as were not Officers according as he shall think they deserve, either Able, Ordinary, or otherwise; and see them answer to their Names: upon which they are to receive Absent Tickets, as above; those that have been Officers, to have Certificates of their good Behaviour from their Commanders, if not, to be entred as Able Seamen only.

That if any Seaman be discharged into any Register-Office, and shall desire to be removed into any other Register-Office (to attend for Service) that is nearer to his usual place of abode, that then such Seamen shall have a Transfer Ticket given him for that purpose to be made, limiting a time for his Passage.

That

That all the Commanders of Merchant-men, before the Discharge of their Men, do give into the next Office, a true Account, upon the Oath of himself and Mate, of all the Men he at any time hath had in his service, from his first going out to his return home, and of what Wages is particularly due to each of them, and that he be obliged not to pay any of them, until they have entred themselves in the Register, and can produce Entry-Tickets of it, and that then he reserve one Tenth part of such Seamen's Wages, to be paid into the Register-Office, there to be kept for them until such time as they are again ordered for Service by the Register. And if it appears, upon the Master's account given, that any of his men are absent that have at any time run away from him, that then the full of such absent Seamen's Wages be paid into the Office, for the use of the Chest of Chatham, his Wages to be computed not as the Master pleases, but according to the rate of his other like Seamen's wages, and to be reckoned from the time of his Entry to his absenting himself. And that the Tenth part likewise of all such Seamen's Wages that are paid and discharg'd out of the King's Service, be paid by the Treasurer of their Majesties Navy into the Register-Office, for the purposes aforesaid.

And that if it so happen that any of the said Seamen shall not fall to be employed in three months, or shall have leave to quit the Service, that then such Money shall be paid them upon demand.

That the Tenth part of such Wages, shall continue to be paid into the Register, only during time of War.

It is also humbly proposed, for the Encouragement of all Seamen in the Merchants Service, that 2 d. per month upon all Seamen's Wages, as well in Peace as War may be deducted to go to the Chest at Chatham; and all Seamen to have the same Benefit as those in the King's Service, upon the account of Wounds, Bruises, or any other accidents.

Arg. 6. It is necessary that the Commanders of Merchant-men should give all the Officers Certificates of their good behaviour, for the Satisfaction of such Merchant-men, whose turn afterwards may be to take them, and it may be presum'd, that there will be no Commander but what will be careful in giving their Certificates without Favour or Affection, because he knows not, but he may suffer himself by the same breach of publick Faith, besides his being obnoxious to the reproaches of all such of his Fraternity, that may hear of it. Seamen being often taken in at one Port, and discharged at another, may thus be set on shoar some distance from their usual places of aboad, and 'tis but reasonable they should have the Comforts of their Friends and Families whilst ashoar.

The reserving some part of the Seamens Wages will be a check upon them, and draw them to a Love of the Register, as usually they do all those places from whence their Money comes, especially if they want it; and besides, it will do them a greater Kindness than perhaps they would do themselves, by saving some part of their Money towards their fitting out again, if they should want it, and the Seamen cannot complain for want of its present Payment, having all the rest of their Money in their Pockets.

It may be supposed, that the loss of a Seaman, with paying notwithstanding all his Wages that is due to him, will be Cause sufficient to oblige a Commander to look after his Men, who may run away from him, and not be in his Power to prevent it; but 'tis presumed, that the loss of their Wages, and the love of their Native Country, will keep them from such thoughts.

The Chief thing that hath hitherto discouraged Seamen from Fighting in Merchant-men is, that they know if they do Fight, and are wounded or utterly disabled, no Consideration

sideration will be given, nor Allowance made to support them, which if such Deductions for that purpose were made, it may be hoped that the Merchants Ships would be better Defended.

There may perhaps be some Objection against the foregoing Proposal, that by paying the tenth part of Seamens Wages into the Register Office, it would create another great Charge of a Treasurer, &c. To which I answer, That it will need no additional Charge, nor no Treasurer but the Register, and were the Sums much larger, secure and convenient Methods may be taken for it with little or no Charge to the Office.

Prop. 7. That always the Men that are discharged from any Office, be from time to time, those that stand first upon the Register. And to the end that all Seamen may have equal Fortune and Advantage, they are to take their course for Employment according as it falls out, either into their Majesties or Merchants Service, as they are entred into the Register-Book, except such as shall voluntarily pass through any Register-Office into their Majesties Service, which all Seamen out of Employ, and not appointed for Service, shall at all times, tho it be not their Turn to be employed, have liberty so to go on board which of their Majesties Ships that can entertain them, or they have a desire to serve in. And if any Seaman shall be unwilling to go any foreign Voyage that shall be appointed him, he may change with any other Seaman that is willing, that stands after him, setting himself in the said willing Seamans Place.

That all such Seamen, who are outward bound in the King's Service, upon any foreign Voyages, and shall stay out longer than one Year; that all such Seamen, during the time that they are out, may be allowed 12 d. per mon. more, as an Addition to their usual Wages; and that
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one Moiety of such Seamens Wages accruing due upon their foreign Voyages, may be paid every 6 months, to such Seamens Wives, or such other Persons, as they shall, before their departure, nominate and assign to the Commissioners of their Majesties Navy, or some Register-Officer, And that the first 6 months Payment may begin at the Expiration of 12 months from their departure.

Arg. 7. By giving Liberty for Seamen to go into the King's Service at any time, it may in a little time wholly man the Fleet with Volunteers, which undoubtedly would prove to the better Safety and Honour of our Nation; for such willing Men will heartily and chearfully look their Enemies in the Face, whereas Press'd Men having no mind to Fight, are rather for running down into the Hold; and when Seamen once flinch or run from their Posts, it is a dangerous President, and the many late evil effects of this kind may sufficiently convince us of the Truth and ill Consequences of it.

The uncertainties of Seamens healths, and the hardship they may endure in foreign Voyages, together with the long absence from their Families or Friends, may well deserve an Addition to their Wages, and if their Wives and Families had but the benefit of their half pay, to preserve them from the want and Necessities, that they might otherwise be reduced to, 'twould make them go with the greater Alacrity.

Prop. 8. That as often as there shall be occasion for Seamen, either for their Majesties or Merchant Ships, besides the Publick List aforementioned, Summons shall be sent to the respective places of the said Seamens abode, mentioning their day and time for attendance to be appointed for Service; and that if any Seaman do not observe the said
Summons

Summons except due proof made of Nonability upon account of Sickness or the like (and then they are to give notice of it to the next Register) that then the said Persons not appearing, Warrants may be issued out to apprehend and take them, and the said Offender be obliged to serve the King 6 months without Wages, and his Pay to go to the Chest; but if any Seaman shall incur the Penalty, either by disobeying the said Summons, or for not entering himself according to Proclamation, and shall, within 20 days after his forfeiture, surrender himself voluntarily to the next Register-Office, it may be left to the Power of the Register to mitigate his Penalty, but not to set it lower than one month's Service. And if any Householder or Inmate shall presume to conceal or entertain any Seaman, that is not ticketted by the Register-Office for serving in some Ship, or ticketted for his Attendance on shore till his turn comes to be employed, or he whose time in the said Ticket for Attendance is expired; and does not immediately give notice of it to the next Register, that then the said Householder or Inmate, in whose House or Lodgings, the said Seaman is found to have been entertain'd, shall be obliged to pay the sum of 5 l. or to suffer three months Imprisonment without Bail or Main-prize, provided the said Seaman has been there for the space of three days and proof can be made that he was known to the said Householder or Inmate to be a Seaman, and after such Proof made, if the said Householder or Inmate shall refuse to pay the said Penalty, or shall refuse to surrender himself, that then a Warrant may be issued out, to make Distress and Sale of the said Offenders Goods, for the said Penalty, the Overplus, if any, to be returned; one Moiety whereof shall be paid to the Discoverer of such concealed Seaman, and the other to the Chest; but if no Distress can be made, the Discoverer shall then receive the sum of 50 s. out of the said Seaman's

Seaman's Six Months Wages, which shall immediately be assign'd to the Discoverer by Ticket by the next Register Office, and shall be allowed to the said Discoverer or his Assigns, when the said Wages shall become payable.

Arg. 8. By imposing a Penalty upon the Entertainers of Seamen, a Seaman will have no Harbour, for his Friends will not harbour him for their own sakes; and to conceal himself and quality amongst Strangers, will be uncomfortable, and to think of any other Employment out of his own Element will be difficult and discouraging.

A Seaman may be concealed in the Lodging of an Inmate, where all the Goods may not be worth five Shillings, and therefore unable to pay five Pounds, but there is no reason that such an Offender should pass unpunished; or the Discoverer go without his Reward.

Prop. 8. That the Commanders of all Their Majesties Ships do give the Men they give leave to be absent from their Ships, Register Tickets for that purpose to be made, and without they have such Tickets, no Householder or Inmate is to entertain any Seaman for the space of two days, Sickness to be excepted, and then to give notice of it to the next Register, under the Penalty as in the Case of a conceal'd Seamen, that if any Seaman shall presume to absent himself without such Ticket of Leave from his Commander, or shall stay longer than the said Register Ticket of Leave shall mention, that such Seamen shall be obliged to serve the King for a certain time, during which, his Pay shall be forfeited to the Chest, not exceeding Six Months, according to the nature and degree of his Offence, and at the Descretion of his Captain, to whom he belongs.

Arg. 9.

Arg. 9. It is fit that Seamen should be Ticketted, not only to prevent the Seamen being absent from their Duty longer than their Leave given them, but also to prevent any shifting Seaman from passing under a pretence that he belongs to a Man of War, and therefore not Ticketted, by which means some Men will evade coming to the Register Office, if Men of Wars Men were not also Ticketted, that have leave to go on shoar.

Prop. 10. That the Commander of all Merchant men shall have an Order from the Admiralty of what numbers of Seamen, and what Landmen, &c. they shall take in. That the Commanders of all Merchant-men may have the Liberty to choose their Mate where they please, and if the said Mate be entered into any Office, he shall be discharged though it be not his turn to be employed, or out of any of the King's Ships, if he desires his Mate from thence, but as to all his other Officers, he shall choose them only as the Order to the Register for his Men shall signify, out of double the number of the Complement as shall be appointed for him, out of those which stand next in course upon the Register, unless such as he can by Application made, get out of Men of War, to be discharged to him for their Preferment, and if so, such to pass to him through the Office where he has the rest of his Men.

That for the Encouragement of such Seamen as have been Officers in Merchant-men, and would voluntarily serve their Majesties, but that they are unwilling to be at all Calls under the commands of a Boatswain, and for the encouragement of those who shall improve themselves, and are capable of subaltern Offices. And

that the Commanders of their Majesties Ships do take notice of such Men that doth accordingly behave themselves, and rate them extraordinary to be paid something per Month more, than is now paid able Seamen, and such to be quartered in some little Post in time of Fight, as Chief at a great Gun, and that the Complement of such Men do never exceed the third part of the number of the Guns that each Ship carries, and that those Men upon application made by Merchant men, may be discharged to them for Officers, if they like not those that stand next on course at the Office as aforesaid.

Arg. 10. It is reasonable that a Master should not be confin'd to his Mate, by reason of the great Trust that is repos'd in the Master, and which in case of Mortality, descends to his Mate. As to his other Officers, he has a double Choice, besides a Liberty by application made, and leave granted to have them out of a Man of War, or otherwise, if he shall find any of his Men deserving or capable, he may prefer them.

It is necessary that some further encouragement should be given to such good and able Seamen, as have been Officers in Merchant-men, and are willing to serve the King; for those Seamen who for their Deserts have had a distinction and been preferred in a Merchant man, will think it hard to be put back before the Mast upon the same level with others in a Man of War, for this reason a distinction is proposed both in Pay and Post, and such would be very useful in such Posts in time of Fight, which together with the other Officers as is usually quartered at the Guns, might make one to the Command of each Gun.

Prop. 11. That all Merchant-men may have their liberty

to take their Land men where they please, but if they cannot find any themselves, they are to be supply'd at the Office, to which end there may be certain Companies always kept, maintained, and recruited by the King for the breeding of Seamen to supply such Occasions, and that such Companies may be raised by beat of Drum, as the Marines, to be bred up and instructed at the King's Yards, and to be commanded by some superannuated Boatswain and an Assistant; who shall daily receive Orders for their Employment from the Master of Attendance, as he shall see occasion, and be ordered by the Commissioners of the Yard (if any) and such men to be employed 6 or 7 hours in the day, and to receive 18 d. per day.

That besides those Land men kept at the King's yards, there be also certain Numbers kept at every other Port where there is a Register Office, and to be paid and quartered, according to the same rate as the King's Foot-Soldiers are; and to be permitted by leave of the Register, to work on board any Ships or Vessels that may have occasion for their Help, and what they so earn to be moreover to their own Advantage.

That for the Encouragement of Marines, as well as Land men, on board the King's Ships, and for the breeding of Seamen, it may be so ordered, that all the Captains of Men of War do constitute and appoint two Masters each Watch, one skill'd in the Theorick and the other in the Practick part of Sailing, to take upon them the Command of, and to teach and instruct the Marines, as well as the other Land-men; and that the Marines be discharged from their Companies, and entered as Seamen on the Ships Books, as soon as they shall be recommended by the subaltern Officers, to the Captain, as deserving it.

Arg. 11. Of how great use and absolute necessity such a Provision and Nursery of Seamen would be, is obvious to every Man; and that they might be easily raised is no question; for by listing themselves here, they are sure to be put into the way of a good Livelyhood, and, if industrious, of good Preferment, and are as free from any further Obligation, after they are entred on Ship-board, as any Seaman in *England*; for the sake of which great numbers would come in, and in a little time choice and exception might be made of liking them; that by their employ at the King's yards and their Duty on ship-board, they would, in a little time, be made fit for service; and discharging always those that have been longest upon the Books, the King's Fleet and Merchants would always be mann'd by willing and ready Men; 'tis humbly proposed that there may be maintained at the King's yards and other places at least 1000 men in pay, out of which there may be drawn 100 every Week, more or less, as the Service requires, so that there may be drawn 5000 men *per Annum*, if required, and these men being generally employed in Seamen's business, will make them ready and fit for Service, against they are drawn on board.

By this means the King may have 5000 men every year raised as a Recruit for Seamen, which will be maintained and ready upon all occasions, with no great charge to the King, those in the King's yards earning good part of their Pay.

That the Marines, as well as Land-men, on board the King's Ships, be carefully instructed in all parts of Sailing, is undoubtedly necessary; but the discharging the Marines may be left discretionally.

Prop. 12. That no Merchant-man presume to take in any Land-men, except they be first entered in the Register Office, where a Book for Landmen may be kept
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on purpose, under the same Penalty as for an unticketed Seaman; that if any able Seaman shall, under pretence of being a Landman, enter himself as such in the Register, and by Connivance receive larger Wages from the Commander, that then, upon due proof made of his being such an able Seaman, he shall upon the return of his Voyage forfeit two third parts of his Pay due to him, one part to the Discoverer or Discoverers of such able Seaman, and the other part to the Chest, and farther be obliged to serve the King 6 Months for half Pay, and the other half to go to the Chest.

And to the end that such Offenders may be discovered, a List of all the Ships Company, as qualified, may be signed and sealed by the Register, and publickly be affixed to some part of the said Merchant-ship, which if blotted, torn, or otherwise made illegible, the Master shall be obliged, under the Penalty of 20l. to set up another Copy within four Days after Notice given.

Arg. 12. This List will be a sufficient Check both upon the Master and the Seaman; that no Fraud can be, but may easily be discovered.

Prop. 13. That all the Register Offices do every Week or as often as it shall be thought meet, give into the general Register Office at London, a List of what Numbers of Men, and what Quality they are of, that are weekly employed by them; and also what Numbers and Quality they are of that stand unemployed on their Books.

Arg.

Arg. 13. Of how great use this will be to answer all Emergencies, and to regulate all Naval Affairs, need not here be mentioned, it being very obvious to all judicious Persons.

Prop. 14. That the Entry, Absent, and Transfer-Tickets for the said Register Office, and Absent-Tickets for the Fleet be printed by a Printer appointed on purpose, that the General Register under his Hand do appoint what Numbers at any time shall be printed, and no more.

Arg. 14. These Tickets will, in a little time, be universally known, to the great Ease and Security of Seamen and Subject in general; and that they may be the better kept from counterfeiting, they may be printed by Copper-Plates, to be kept at the Office.

Prop. 15. That no Seaman be obliged to enter himself in the said Register, and be forced to go to Sea, or suffer any Penalty for not doing so; but such as have served as Seaman within a Year last past; that no Seaman quit the said Service, but such as can shew good reason, and have leave so to do from the Lords of the Admiralty, or from some other Persons appointed by them.

Arg. 15. It would be unreasonable for one that was a Seaman three or four Years ago, more or less, and is now fall'n into some other Employ on Land, for him to be obliged to go to Sea; and it would be needless to give him and the Office an unnecessary trouble to be discharged; neither is it reasonable that any Seaman should quit the Service without leave from the Lords of the Admiralty, or
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some others appointed by them, which may be a Register-Officer, the next Justice of Peace, and a Captain of a Man of War, which being joyned together, may determine such Matters, and for that purpose may be conven'd as often as there shall be an occasion.

☞ *That the same Method as is used for Seamen, may be for Shipwrights, Caulkers, Rope makers, Sayl-makers, &c.*

I Shall not enumerate the many Advantages that might accrue by such a Regulation, but only answer these three following *Objections*, viz.

First, That by thus obliging Seamen, it looks like an Infringement upon the Liberty of the Subject.

Secondly, That by lowering of Seamens Wages, we shall drive them all into foreign Services.

Thirdly, That the War is now almost at an end; and we had better bear the Grievance a little longer, rather than charge our selves with any new Project now, that can be of little or no use to us in times of Peace.

Objection 1. That by thus obliging Seamen, it looks like an Infringement upon the Liberty of the Subject.

Answer. Liberty is a popular Argument indeed, and there ought to be a due Respect to it; but whether the Regulation propos'd doth not rather enlarge than entrench upon the

the Liberty of the Subject, is worth our present Enquiry.

By the King's Royal Prerogative, and the Consent of all Ages, a Power is invested in him to press Seamen upon all Emergencies, where the Safety of the Kingdom is concern'd, and by this Power all Seamen are *obliged* to serve him, and the great Assembly of the Nation have thought fit to give it this additional Power to strengthen it; *That whatsoever Seaman deserts their Majesties Service, shall suffer Death.*

Thus every Seaman is now *obliged* to serve the King, and the Desertion of such Service is put under a more sad and mournful Penalty than is here propos'd, which there never would be any more cause for, were the Method propos'd establish'd: How far then ought the tragick and untimely End of such Men to move us, especially when Methods are found out for their Safety and Preservation?

Thus the Liberty of the Subject would be no more infringed than it is already, and a grievous Penalty would be removed.

But there is further a real Argument for this Method proposed, in respect to the Liberty of the Subject; for by the power of the Press, there is oft made no distinction, (for Seamen cannot be known by their Faces) but Land men as well as Seamen are hurried away to the great detriment of many, and against the *true Liberty* of the Subject; and notwithstanding strict Orders are frequently issued out from the Lords of the Admiralty, that no such violation should be made, yet it is daily practis'd, and the Subject daily suffers.

And indeed had there been no such Violence us'd, a great part of our Fleet must have been unmann'd, and were it not still continued, for want of a better method to breed Sailors, our Ships would soon feel the Want of Men; for the Boys, in the King's and the Merchants Ships, would
never

never grow fast enough to supply the yearly Decay and Loss of them.

Therefore it may easily appear how highly necessary it is that some Expedient should be found out for manning the King's Fleet, without Pressing, and that some other method should be taken, for the more effectual breeding of Seamen, to secure both the Safety of the Kingdom, and Liberty of the Subject.

Object. 2. *We should drive all our Seamen into Foreign Services, by reason of our low Wages.*

Ans. First, They would be terrified from deserting the service, by the Act of Parliament, for that purpose made, and still in force against them.

For, if I am not mistaken, there is an Act of Parliament that whatsoever Seaman absents himself, without leave, from the service of this Kingdom, in time of War, and shall engage himself, or take pay under any Foreign Prince or Potentate whatsoever, that such Seaman shall suffer Death. If there be such a Law (as it is requisite there should) then such Publication ought to be made of it, by setting it up in every Ship, or elsewhere, that no Seaman might be ignorant.

But if there were no such Act to over-aw them, would not the natural Love that Seamen have for their Native Country restrain them from any such thoughts? Would they be contented to lose what pay is actually due to them, in hopes to get more by deserting their ship, in a Foreign Country, where they must not think to return to *Old England* any more, the place that they so affectionately talk of when they are abroad? Would they be contented not only to forsake their own Country, but their Families, Friends and Acquaintance, to live amongst Strangers, in an uncouth and

untelligible Language, and all for the sake of a little more Wages, which he knows not neither how long 'twill last? The experience of these things hath sufficiently convinced us to the contrary, and that it must be great and insufferable Hardships indeed, that will make a Seaman desert his Native Country; for during all this War, of so many thousand Seamen, that have been carried into *St. Maloes*, notwithstanding they have endured very great Hardships there, and have been continually offered and tempted with 4 or 5 *l. per month* pay, yet none will engage in their service, and many of them have afterwards, upon their return home, entred themselves in the King's service.

But yet, after all, if there should be some few, contrary to the common Inclination of Seamen, desert, would it be of sufficient force to continue the great Tax and Oppression, that they put upon Merchants, &c. by their exorbitant Wages; and would there not be many more Seamen bred by this method, than would desert by it? and shall it be said that the Desertion of a few men is reason sufficient to stand in competition, and to keep the many Grievances on foot, that might otherwise be removed?

And is it not now as reasonable and necessary, that Seamen's Wages, in respect to Merchants, should be ascertain'd and fix'd, as well as *Carmens*, *Coachmens*, *Watermens*, and the like, who at certain Rates are obliged to work?

And is not the Advancement of their wages to 30 *s. per month*, in time of War, sufficient, when in times of Peace, they are contented with much less?

If these things be granted in the Affirmative, what reason have we then that these Grievances should not be redress'd? It is true, that the long continued course of an evil Custom, whereby some particular Men may have made profit, will at first to them, seem grievous, and look like an Oppression, but that

that is no reason at all why it should not be removed, or why the Publick should suffer by its continuance.

Object. 3. The War is now almost at an end, and we had better bear the Grievances a little longer, rather than charge our selves with any new Project now, that can be of little or no use to us in times of Peace.

Answ. That the War is near at an end no Man knows, for we have so said every year since it began, and, as we have thought, had reason so to say; but we see no end of it yet, nor know not when we shall; and whilst it does continue, there are Grievances still to bear, which may cause many an aking heart, and many a man to lose his Life, which might be otherwise prevented, and did we but consider the extraordinary Charge that the Nation, in general, is put to for want of a due Regulation, it would be motive sufficient for every worthy Patriot and Lover of his Country, to seek out and help forward a Remedy to avoid it: for, abstracting all the Complaints, Trouble, and Confusion that attends it, which is not a little, the very Charge alone that the King is at in Impressing, and the increase upon Merchants Wages, by the exorbitant Demands of Seamen, would in much less than one years time, make a Fund sufficient for the discharge of the Offices in this Regulation proposed, for ever.

The Charge of these Offices, by some general Tax, will not be felt, and without them, during any War, the Publick Calamities will cry aloud and be heard. But the greatest Consideration of all is the publick Safety of the Kingdom, which may well be presumed to be in no secure and good Condition, without some more effectual Method for the breeding of Seamen and Manning the Fleet; and if the *French* had but been in a little stronger Condition 3 or 4 years ago,

and but push'd on their War by Sea a little vigorously, it might have driven us to have thought of some more effectual method (tho perhaps then too late) or our Ruine.

And to think that a Method or Regulation for Seamen, in time of Peace will be of no use, will be a mistake; for perhaps it may be then most necessary; I mean upon the prospect of a War breaking out, for by this means, the Strength of the Nation, in respect to Seamen, may at any time be easily known and soon united, our Ships may be quick and earlier out, to the surprise and terror of our Enemies, and our Nation be happy and secure, our Merchants will not be tax'd by the Seamens extravagant demands, nor suffer for want of men in their Voyages, nor no such things as Injuries, Complaints or Tears be heard of, occasioned by the Rapines and Violence of a Press.

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In time of P E A C E.

Prop. 16. **T**HAT in times of Peace, within Ten Days after Proclamation for that purpose to be made, all Penalties and Forfeitures to cease in the Regulation aforementioned, until such time as Proclamation shall be made again to the contrary, excepting all Penalties in the fourth and sixth Proposals aforesaid, the whole matter in them contained, being always to be observed both in times of Peace as well as War, and that the Masters of all Merchant-Ships and Vessels, be obliged to keep up in publick View, the Register's List, as in the twelfth Proposal mentioned, and Forfeit the same Penalty upon Default.

Arg. 16. The Seamen being thus at all times obliged, as well in Peace as War, to enter themselves in the Office, it will not only secure our Seamen, but their Numbers may at any time be known, and their Entry will be so familiar and easy to them, that in time of any ensuing War, there will be no starting, but presently fall into their old Methods, to the general Satisfaction of them all, finding that all shall have equal Fortune and Advantage, and that none can be oppress'd or endure more hardship than another: thus shall we have at all times our Seamen ready for the speedy and effectual Manning of our Ships, to the Safety and Honour of our Nation. T 10

But I still perceive there is one Objection more to answer, which is somewhat material, that is, Where shall we find Money, when the Nation is already put to it to raise necessary Supplies for the War, to Pay and Maintain another Charge that will be created by these Offices, and for the extraordinary Charge also of maintaining the Landmen at the King's Yards, &c.

To this I answer, I shall not presume to direct the Great Wisdom of the Nation, but if there were no other way to raise this small Tax, I would only propose one General Question to the Merchants? Would they not be willing by having all their Grievances now remov'd, their Men to be kept free from Pressing, whereby they might prosecute and finish their Voyages in Freedom, and to save such considerable Sums in their Wages? Would they not be contented for these Considerations, to pay 1 s. *per* Month more than the Rate fix'd for each Man in time of War, and 6 d. *per* Month in time of Peace to redeem them for the present, and to secure them for the future from such Oppressions; and will they not otherwise, were no such Regulation made, and the War continue, pay as much in one Year by the over-demands

over demands of Seamen, as will in all probability defray that Charge for twenty Years together, and it may be presum'd that such a Duty would sufficiently defray the Charges propos'd; for in times of Peace there needs no continuance of raising and maintaining of Landmen, for Seamen will then breed fast enough for our Occasions.

FINIS.

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over demands of Scotland, as will in all probability be
that Charge for twenty Years together, and it may be presumed
that such a Day would sufficiently delay the Charges proper
for in times of Peace there needs no contribution of money
and maintaining of Landwehr for Scotland will not be
enough for our Occasions.



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